

3.11 Transportation and Traffic

The study area for the transportation analysis of the proposed project includes the road system servicing the project area within approximately ten miles of project facilities. The analysis focuses on roads that would be used by project personnel during the life of the project, including roads in the general vicinity of the well site.

EXISTING SETTING

Regional Access Routes

Regional access to the area is provided by a highway system in the northeast corner of the state that includes Interstate 5 (I-5), US Highway 395, State Highway 299, State Highway 139, and State Highway 89. The I'SOT Community is accessed from Highway 299-E or 139 by County Road 83. The only highway to be used by project construction workers would be Highway 299. The peak hours, peak month, average daily traffic, and annual average daily traffic (AADT) volumes for the junction on this highway is summarized in Table 3.11-1. A summary description of each of these highways is provided below. Access in the project region is provided by these highways and illustrated in Figure 3.11-1.

Table 3.11-1: Potentially Relevant Existing Traffic Volume Levels on Highways in the Vicinity of the Project Area, Including State Routes 139 and 299

Mile Description	Peak Hour	Peak Month	Average Annual Daily Traffic
State Route 299			
21.75Jct. Rte. 139 Northwest	180	1900	1400
40.28Alturas, Juniper Street	390	3350	2900
State Route 139			
0.23North Jct. Rte. 299; Canby West	150	1300	970

Notes:

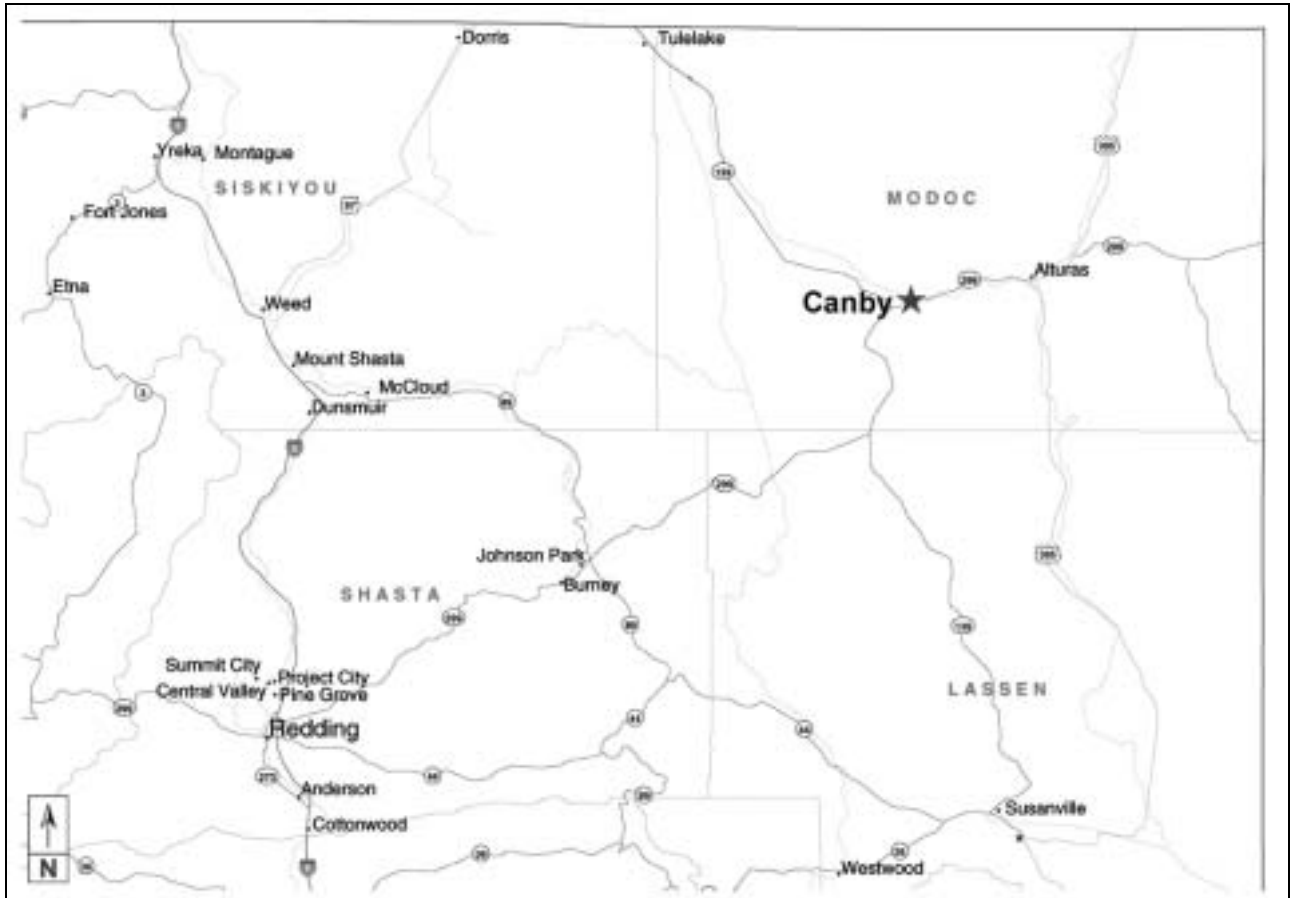
The above figures represent *Ahead* AADT, Peak Month, and Peak Hour. Ahead is defined as the number of vehicles after a count station.

SOURCE: Caltrans 2002

Highway 299. This road extends southwest from the California-Nevada border to Alturas and Canby and points further south. Highway 139 provides access to/from this highway from Oregon to the north. Interstate 5 connects to this road at Redding. The traffic volumes at the SR 139 intersection are estimated to be a relatively modest 100-200 vehicles during the peak hour.

Highway 139. This road extends southeast from the California-Oregon border to Canby and points further south. From the disparity in the variation during the peak hour and the AADT, it appears that notable traffic occurs during the off-peak hours.

Figure 3.11-1: Highway Access to the Project Region



SOURCE: Cartesia 1998 and MHA 2002

Project Vicinity Roads

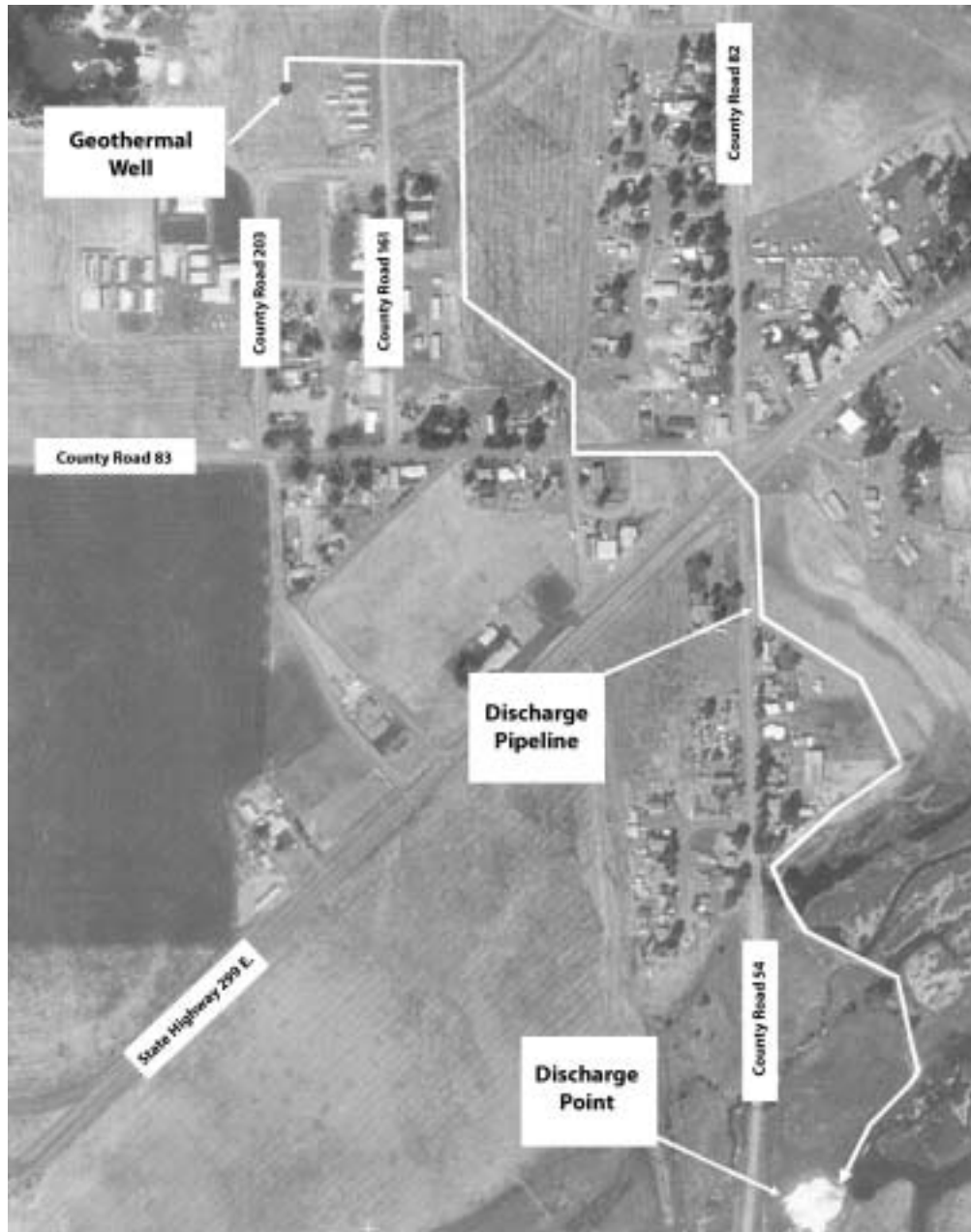
The project area is located entirely in the town of Canby, and roads in the immediate project vicinity are county roads. The vicinity of the proposed project is well accessed by several existing paved arterial roads, as well as many paved collector roads. Traffic volumes in the vicinity are very low and are typical of rural areas with sparse populations. Travel on vicinity roads occurs primarily during the summer/fall months, the period of recreational and hunting use. County Roads 203 and 161 provide the local access to the various building groups within the I'SOT Community. The primary access routes in the vicinity are illustrated in Figure 3.11-2 and summarized below.

County Road 203. County Road 203 is a paved two-lane collector that extends north from County Road 83 west of Highway 299 in Canby. No recent traffic volume data has been collected in the last 10 years for

this road. As County Road 161 and 203 both extend north from County Road 83, traffic volumes could be assumed to be similar.

County Road 161. County Road 161 is a paved two-lane rural road that also extends north from County Road 83 west of Highway 299 in Canby. This road is unpaved from the intersection of County Road 203 to County Road 82. Traffic volumes were lightest on this road probably due to the unpaved section.

Figure 3.11-2: Primary Access Routes in the Project Vicinity



SOURCE: USGS and MHA 2002

County Road 83. County Road 83, which fronts the I'SOT property on the south, is a paved two-lane rural road that extends east from Highway 299. This road has shown no great increase or decrease over the approximately 10 year period between counts.

County Road 82. County Road 82, which fronts the I'SOT property on the east, is a paved two-lane rural road that extends north from Highway 299. The increase in traffic from the 1978 and 1987 counts to the 1995 count is attributed to the residents retiring at the Cal Pine subdivision.

County Road 54. County Road 54, also known as Centerville Street, is a paved two-lane major collector that extends south from Highway 299. The increase in traffic from 1976 to 1995 and 2001 levels is attributed to the influx of residents to the Cal Pines subdivision during that period.

In addition to the roads described above, there are several gravel-surfaced roads that criss-cross the vicinity of the proposed action. These are private roads maintained by the I'SOT community. Table 3.11-2 summarizes the data collected most recently for the project vicinity county roads (Morris 2002a).

Table 3.11-2: Existing Traffic on County Roads 161, 83, 82, and 54

Location (Conditions)	Average Daily Traffic	
	Average Annual Daily Traffic	Dates
County Road 82	640	8/30–9/5/95
Post office at junction of County Road 83	362	11/17–11/24/78
County Road 82	300	8/30–9/5/95
North by railroad tracks/ South of railroad tracks	161	11/17–11/24/87
County Road 83	378	7/4–7/11/96
Post office by County Road 82	434	11/17–11/24/87
County Road 83	200	11/17–11/24/96
Out from County Road 203	229	10/6–10/13/86
County Road 161	98	7/4–7/11/97
North end of County Road 82	No other previous count	N/A
County Road 54 (Centerville Street)	240	8/23–8/30/2001
South of Canby at second bridge	266	6/8–6/15/95
	140	7/7–7/14/76

SOURCE: Morris 2002a

REGULATORY SETTING

The following state, regional, and local plans and policies seek to preserve the level of service quality for traffic in the project area.

California Department of Transportation

The State Department of Transportation (DOT, Caltrans) is the primary State agency responsible for improving and maintaining roads for the State of California. In areas with designated State Routes (SR), the State has responsibility to administer and maintain these roads while the local county is responsible for local roads. Local jurisdictions work with the DOT to designate transportation network requirements and critical areas in need of improvement.

The proposed project study area is within Caltrans District 2, which includes Modoc County. The district is composed of terrain ranging from river valley 200 feet above sea level to Mount Shasta rising to over 14,000 feet above sea level, from urban areas with populations above 125,000 to rural wilderness areas. These wide-ranging elements present District 2 with varied and diverse challenges. The proposed project would cross Highway 299. I'SOT has obtained an encroachment permit from Caltrans for this crossing.

Modoc County

In the *Modoc County General Plan* (Mintier Harnish & Associates 1988b), County Road 54 was shown to have a daily traffic volume of 180 at a location south of Canby. In comparison, State Route 299 was shown to as having a daily traffic volume of 1,600 from Junction 139N to Airport Road in Alturas. Although these traffic volumes cannot be relied upon for the current environment, as they were determined over ten years ago, it is useful to note the historically low levels of use of these facilities. The primary goal stated in the General Plan regarding circulation is the following:

GOAL: To maintain an efficient, safe, and environmentally sound comprehensive circulation and transportation system.

According to the General Plan, the County's Action Program for Circulation, item 4, states, "Transportation facilities particular to industrial development should be analyzed for accessibility for truck traffic and emergency service." An additional relevant item in the Action Program states the following:

5. Communicate with utility companies in the development of commercial, industrial, or residential projects.

In the *Modoc County General Plan Background Report* (Mintier Harnish & Associates 1988a), State Route 139, from Canby to Oregon, is described as: "...a principal arterial of interstate importance with projected average daily traffic (ADT) of 1600-5250 and 14 percent truck use. There are 50.2 miles of this highway in the County. It is likely that most of Route 139 will remain an unimproved shoulderless, two-laned conventional highway for a long period. Safety and rehabilitation improvements will be planned on an "as needed" basis.

